







**LETTER-CARRIERS'**  
Alleviate for Car-Boys the Reduc-  
tion of the Post Office.  
WASHINGTON, June 24.—The post  
office department is now seriously con-  
sidering the possibility of reducing dur-  
ing the next fiscal year the rapidly  
growing allowance of car-boys for let-  
ter-carriers in free delivery cities. This  
though apparently a small matter  
amounts to a great deal where allow-  
ances are made to all the free delivery  
towns in the country, the allow-  
ance for the fiscal year ending June  
30, 1903, being \$140,000. This sum  
goes heavily into the appropriation  
for free delivery service and is con-  
stantly increasing. In consequence the  
department will endeavor to secure  
legislative action at the next session of  
congress looking to the relief of the  
free delivery division by compelling the  
carriers of the free delivery cities to  
carry all carriers in uniform free.  
This is now done in a number of  
cities, the carriers and policemen being  
carried gratuitously on the car-  
lines when uniformed. These cities are  
proving less every year, and the  
department officials are convinced  
that the street car corporations  
throughout the country are forming a  
combination to resist the govern-  
ment as much as possible. In many  
towns where half rates to carriers were  
allowed, full rates are being charged  
and the estimated increase for the next  
fiscal year in expenditure is seriously  
alarming.

**MISS POLLARD.**  
Why the Last Her Position in the Interior  
Department.  
WASHINGTON, June 24.—The morning  
papers announce the engagement of  
Representative W. C. P. Breckinridge,  
of Kentucky, to Miss Mabel H. Sher-  
man Pollard, of the same state. Miss  
Pollard was at one time a clerk in the  
interior department, but lost her place  
by a remark made at a dinner given by  
Sherman's father. The day the general  
died the flag on the public build-  
ings were placed at half mast and Miss  
Pollard, who was in the line of duty,  
noticed old Glory flying thus in the  
breeze and exclaimed: "Now we will  
have a holiday." When she was told  
that they flew for Gen. Sherman, she  
said that there would be no holiday, she  
exclaimed: "Well, Sherman! Oh, now the  
little devils are busy making up  
their minds to receive him." The remark  
caused much indignation among the  
widows and children of old soldiers,  
and the G. & R. took it up and carried  
the case to the president, and Miss  
Pollard was finally requested to resign,  
which she did.

**PATENT OFFICE INVESTIGATION.**  
A Carbon Copy to the Mads of Every Bit  
Telephone Paper.  
WASHINGTON, June 24.—In the patent  
office investigation Friday the testi-  
mony heard was all with regard to the  
practice of permitting copies to be  
made of applications for patents and  
for specifications accompanying them.  
Mr. Payson, representing ex-commissioner  
Simmons, said that as the ex-commissioner  
desired a full and free investigation  
he would admit that Mr. Simmons gave a  
general verbal order to the proper  
authorities to make copies of papers in  
charge of furnishing copies of papers in  
the Division of file and proceedings  
to furnishing such copies as he  
thought proper. His order was to make  
a carbon copy should be made of every  
bill telephone paper and that the copy  
should be given to him.  
The witnesses examined testified  
merely to making copies of papers, but  
could not tell what was done with the  
copies.

**GETTYSBURG BATTLEFIELD.**  
Secretary Lamm to Visit the Historic  
Grounds to Make an Inspection.  
WASHINGTON, June 24.—Secretary Lam-  
on has accepted an invitation from the  
Gettysburg battlefield commission  
to visit that battlefield for the purpose  
of making a personal inspection of the  
field in order to set understanding on the  
course of action proposed by the  
committee in executing the act appropri-  
ating \$25,000 to be expended in marking  
the lines of battle.  
It can be stated that Secretary Lam-  
on's visit refers only to the proposed  
work of the national commission and  
has no special relation to an inter-  
ference with the operations of the com-  
pany. It is generally accepted at the  
war department that the government  
has no jurisdiction whatever over  
the battlefield, and will be in no po-  
sition to interfere unless specially au-  
thorized by future legislation.

**Expenses of the Naval Review.**  
WASHINGTON, June 24.—Finance  
General Stewart has completed the  
statement of the expenditures of the  
naval review. The total expense of the  
review was \$4,000, and the appropriation  
was \$350,000, leaving a balance of  
\$346,000, of which \$250,000 will be cov-  
ered into the treasury on June 30, leav-  
ing the department a balance of \$96,000  
to meet any contingent expenses which  
may be reported later.

**Appointed by the President.**  
WASHINGTON, June 24.—The presi-  
dent Friday made the following ap-  
pointments:  
To be collectors of internal revenue  
—Wm. H. Doyle, for the First district  
of Pennsylvania; Richard B. Norris, for  
the district of Kansas.  
Pennsylvania Congressman Drops Dead.  
WASHINGTON, June 24.—Congressman  
William Mitchell, of Pennsylvania,  
died very suddenly Friday of heart dis-  
ease. The deceased represented the  
eleventh Pennsylvania district, formed  
of Carbon, Monroe, Northampton and  
Pike counties, and resided in Easton.  
Broken Banks.  
WASHINGTON, June 24.—The contri-  
butor of currency has been notified that  
the following national banks have  
closed their doors: The First national  
bank, of Santa Anna, Cal.; the First  
national bank, of Whatcombe, Wash.  
The Ford Trustee Liquidated.  
WASHINGTON, June 24.—Secretary Lam-  
on Friday morning issued an order  
dissolving the military trust of the  
Ford trust, and will leave the civil  
authorities to deal with the case.

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beautiful accompaniment to vocal  
music. They are made of the best  
sympathetic quality which binds  
them together in a most perfect  
unity. They are durable, being con-  
structed of the best materials by  
the most skillful workmen. They  
are guaranteed to give satisfaction  
for keeping in tune, and also for re-  
sisting the ravages of time and  
their original fullness of tone  
never lessens with age. They are  
made in a variety of styles, and  
at prices to suit all pockets.  
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representatives, receive and sell  
premiums during the past few  
years, and are now offering them  
at a very low price. They are  
invariably taken high rank where-  
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**A CALAMITY.**  
Two British Battle-Ships Collide  
in the Mediterranean.  
The Victoria, the Pride of England's  
Navy, Lies Bottom Upward.

BattleShip Camperdown Struck By White  
Manoeuvring—Four Hundred Lives Lost  
—Admiral Tryon and Twenty Of-  
ficers Are Among the Number.  
LONDON, June 24.—A most terrible  
calamity has befallen the British battle-  
ship Victoria, flagship of the Mediter-  
ranean squadron, and hundreds of lives  
have been lost.  
The Victoria, which flew the flag of  
Vice Admiral Sir George Tryon, K. C. B.,  
was run into off Tripoli by the British  
battleShip Camperdown, also be-  
longing to the Mediterranean squadron,  
and under the command of Capt.  
Charles Johnston.

The Victoria had an enormous hole  
made in her side through which the  
water poured in torrents. The immense  
hole of the Victoria at once began to  
settle, and before those on board could  
make the small boats were to the bot-  
tom, carrying down with her  
nearly all on board.  
Some of the officers and crew man-  
aged to get out of the stricken vessel  
by the sinking vessel, and were re-  
scued. Among those lost is Vice Adm-  
iral Tryon.

The reports of the disaster  
stated that about 300 men had been  
drowned, but later dispatches show  
that the loss of life was far greater,  
and that four hundred of the officers  
and crew of the Victoria have gone  
down with their ship.

The Victoria was an armor-plated  
ship, built in 1887. Her side-arm thickness was 12  
inches. She carried two 11-inch guns,  
one forward and one aft, and four 6-  
inches. Only one of the British war-  
ships has her horse power (14,000), that  
is the Trafalgar. She had a record of  
14 knots—over 10 miles an hour, and  
was the pride of the royal navy.  
The Victoria was a twin-screw bat-  
tle-ship of 14,000 tons.

The Camperdown is also a first-class  
twin-screw battle-ship. She is of 10,000  
tons and 11,500 horse-power and carries  
10 guns.  
Admiral Sir George Tryon was com-  
mander-in-chief of the Mediterranean  
station. He was made a vice admiral  
August 1, 1901.

Bear Admiral Albert H. Markham,  
of the Trafalgar, the flagship of the  
admiral in the Mediterranean, has tele-  
graphed to the admiralty, from Tripoli,  
under date of Friday, as follows:  
"I regret to report that, while man-  
oeuvring off Tripoli this afternoon,  
the Victoria and Camperdown collided.  
The Victoria sank in fifteen minutes in  
eighteen fathoms of water. She lies  
bottom up, and the Camperdown is  
struck forward of the turret on the  
starboard side. Twenty-one officers  
were drowned. Two hundred and fifty-  
five men were saved. The injury to  
the Camperdown has not yet been fully  
ascertained, but it is serious, and will  
necessitate her going on the dock for  
repairs. I propose to send the survivors  
to Malta."

In January of last year the Victoria  
ran aground off the Greek coast, near  
Patras, and she was only floated after  
an immense amount of labor  
and large expense. It was said that  
this accident was due to a collision with  
a boat's crew from the Victoria was  
sent to mark with a buoy a shoal the  
existence of which was known to the  
Victoria's officers. The shoal is a nar-  
row one, and extends out from the  
Greek shore.

The crew was notified to proceed  
along the shore, but the shoal was not  
marked, and the Victoria ran aground.  
Fathoms of water were reached, and then  
mark the spot with a buoy. When  
within 100 yards of the shoal, the boat  
of the shoal, and as the next  
sounding showed 10 fathoms of water,  
the buoy was anchored.

The Victoria then came along at  
the rate of speed at right angles to  
the shoal to take a position for torpedo  
practice, and, passing well outside the  
buoy struck the shoal and remained  
there.

Hon. Maurice Baring, captain of the  
Victoria, and the son of the late earl  
of Mayo, who is the present post captain  
in the British navy, was held responsible  
for the accident and was severely  
reprimanded by a court-martial.  
Capt. Bourke was in command of the  
Victoria Friday when she sank. Ac-  
cording to the navy list the principal  
officers of the Victoria were:  
Vice-admiral, Sir George Tryon; Cap-  
tain, Maurice A. Baring; commander,  
Charles O'Neill; captain, Rev. Samuel  
S. O. Morris; fleet surgeon, Thomas  
J. Dickson; fleet paymaster, Valentine D.  
J. Dickson; fleet engineer, Felix Fore-  
man.

The complement of officers and crew  
of the Victoria comprises 600 men.  
The list of officers drowned includes, besides  
Vice-admiral Tryon, Captain Morris,  
Lieut. Monro, Fleet Paymaster Rich-  
ard, Fleet Engineer Foreman, En-  
sign Harland, Assistant Engineer  
Boswell, Master, Seston, Gunner  
Hovell and Boatswain Barnard.  
Capt. Bell, Midshipman Faves, Lan-  
yon, Honley, Gambier and Scarlett,  
Caret Stores and Clerks Allen and  
Sage.  
A change had recently been made in  
the commander attached to the Vic-  
toria, Charles Le Utley having been de-  
tached and succeeded by Commander  
H. Pollock, who was saved, as were  
also captain, the Hon. Maurice A.  
Baring and 15 officers.  
The first dispatches detailing the ac-  
cident led to the belief that the disaster  
had been caused off the coast of Tripoli  
in northern Africa.  
Later advice show that the scene of  
the calamity was near Tripoli, a sea-  
port town on the eastern Mediter-  
ranean, 50 miles northeast of Beyrout,  
Syria, and a comparatively short dis-  
tance from the island of Cyprus.  
The eastern Mediterranean is proverbially

A most unfortunate cruising ground for  
the Victoria, for, as above stated, it  
was in this part of the sea that she met  
with her serious accident in January,  
1902.  
**SECRETARY MORTON**  
Talks in a Significant Manner on the  
Political Situation.  
WASHINGTON, June 24.—An interview  
with J. Sterling Morton, secretary of  
agriculture, prior to the start Friday  
evening is regarded as significant for  
two reasons. First it comes from a  
cabinet officer, and a man in such a po-  
sition is not usually likely to go far in  
his public expressions beyond the line  
of view of the president himself. Sec-  
ond, Mr. Morton has come to be re-  
garded as one of the strongest men in  
the cabinet.  
Barring the secretary of the treasury,  
Mr. Morton is almost shoulder to shoulder  
with any other member of Mr. Cleveland's  
cabinet. He knows the subject of his  
department well. He is not to be  
misled merely by the spectacular busi-  
ness on Arbor day, but he is thor-  
oughly familiar with agriculture and  
its bearing on the affairs of the country,  
and he is a firm believer in the im-  
portance of agricultural interests. He  
holds that farming will eventually be  
one of the best paying pursuits in the  
United States. He does not put far  
from the time when the increase of popu-  
lation and the taking up of the lands  
make the small farmer a man of a pros-  
perous and happy individual.

**MAD SOCIETIES.**  
They Hiss and Wreck the Shows in Lu-  
beck, Germany.  
BERLIN, June 24.—The socialists of  
Lubeck, (located at the result of the  
second ballot for members of the legisla-  
ture taken in that city Thursday which  
resulted in the defeat of Johann  
Schwartz, the liberal candidate, and  
candidate, by Herr Goetz, radical  
unionist, made a demonstration  
Thursday night that soon degenerated  
into a riot. The socialists, aided by a large number  
of sailors and wharfmen, wrecked a num-  
ber of shops with stones and clubs.  
The police charged the mob, which did  
without making much resistance. A  
large number of rioters were arrested.  
The city was quiet Friday  
morning, and no further trouble is  
apprehended.

**STORM-SWEPT.**  
A Cyclone Across North Georgia.—The  
Tomb of Daniel Badly Wrecked—Many  
Homes Demolished, But No Lives Lost.  
ATLANTA, Ga., June 24.—A cyclone  
swept for miles across the counties  
above Atlanta, Illinois, a small town  
on the East Tennessee, Virginia &  
Georgia railroad 35 miles above At-  
lanta, was badly wrecked and the fol-  
lowing buildings destroyed: Residences  
of T. J. Foster, D. W. Lawrence, Mrs.  
Hadden, J. H. Hunt, Connolly, and  
Haley's drug store, Owens' brick hotel.  
Twenty houses were unroofed, no lives  
lost. Trees were ruined over a large  
tract.

**Terrible Glyceiric Explosion.**  
INDIANAPOLIS, Pa., June 24.—A terrible  
glyceiric explosion occurred at an  
early hour Friday morning near Guffy  
station. Andy Muldoon, an oil well  
shifter, was on his way to Guffy to  
check a well. He had 300 quarts of  
glyceiric in his wagon, and while cut-  
ting down a steep hill into Guffy sta-  
tion a wheel struck a large stone and  
the wagon was overturned. Nothing  
was left of the wagon but the bones  
of a few small pieces of flesh scattered  
through the woods. The shock was  
felt for fifteen miles around, and  
people in the vicinity were severely  
shocked.

**Died on a Street Car.**  
CINCINNATI, June 24.—Joseph A. Mil-  
ler, one of the best known carriage  
manufacturers of this city, died sud-  
denly at 915 a. m. Friday. He had  
been afflicted with heart trouble for  
some time. Friday morning he was  
coming down on a Walnut Street car  
with one of his sons, when he suddenly  
died. This occurred directly in front  
of the Sixth street car where the  
Jephtha Miller & Sons Co. carriage re-  
pository is located.

**The Victoria Was Too Unlucky.**  
QUEBEC, Que., June 24.—The warship  
Victoria, with its attending sacrifice of  
life, is looked upon here as confirming  
the opinion of many naval officers con-  
cerning the monster warships of the  
present day. While the Victoria might  
be unmatched as to efficiency in bom-  
barding a seaport town or in destroying  
a sea coast defense, local experts say  
she was decidedly too unhandy for  
serious maneuvering off seaboard.

**Wanted—A Librarian.**  
WASHINGTON, June 24.—A Librarian  
is wanted for the department of agricul-  
ture, salary \$1,600. The civil service  
commissioners announce that in addi-  
tion to the usual clerical examination  
applicants must be prepared for exami-  
nation in modern languages (German,  
French, Italian and Spanish), library  
economy, bibliography and literature of  
agriculture.

**Six Men Went Down.**  
PHOENIA, Ill., June 24.—A scoundfellow  
went which shot and killed six men  
the Pavia grape sugar works broke  
down Friday afternoon. Five of the  
men fell to the floor and escaped  
serious injury, while the sixth, Henry  
Harlow, fell thirty-eight feet and died  
of the injuries. He was married and  
had a large family of children.

**Mrs. Peary Will Go With the Lieutenant.**  
PHILADELPHIA, June 24.—If all goes  
well, Lieut. Peary, the Greenland ex-  
plorer, will start on Monday in the  
steam sealer Plover for a second expedi-  
tion to the North Pole. Mrs. Peary has  
resolved to go with him again.

**A Successful Convention.**  
CANTON, O., June 24.—The annual  
place of meeting of the Ohio Sunday-  
school convention near, while  
Cleveland gets it in 1905. The conven-  
tion, which was held here was a most  
successful one.

**En route to Europe.**  
NEW YORK, June 24.—The Infants  
Kubik will leave for Europe Saturday  
night on the German ship La Touraine.  
The ship will go aboard at 11 o'clock in the morning.

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